BRIDGES OVER THE HUDSON.

PLANS FOR SPANNING THE GREAT STREAM BELOW ALBANY.

orn of New York City in this Mat. no Concern of New York City in this Matter-The Bridge at Foughkeepste the First
to Ecspond to a Bemand that Must be Met
Storm King and Hudson Bridges, and the
Bridge at Fecushili—Schemes for Binding
the Metropolis to the New Jersey Shore
—shall it be a Bridge at Washington
Heights or a Bridge at Washington
Street-The Must Stupendons of Engineering Projects—A Bridge Twice as Big as
the One that Goes to Brooklys.

THE DEMAND.

The North River affords advantages to New York city, but it affords disadvantages also. It affords advantage in that it furnishes a magnificent water front at whose piers may float the freighted steamships of the ocean from all the scaports of the world, as well as the common canal boats towed from the lakes through Clinton's ditch and the Hudson. It disadvantage in that it delays and makes inconvenient, difficult, and costly the transportation to New York of the great bulk of the agricultural and the manufactured products and the travelling people from all the States and Territories west and south of its shores, whether these products or these people are bound for New York city itself or for the New England region. A man may make an uninterrupted journey from the streets of San Francisco with a ticket for New York in his pocket without once leaving his palace car until comes within sight of Manhattan Island but then he must realize that his majestic trip across the continent is about to terminate in a fashion not majestic. His fast express has skimmed across the prairie, skirted the base of lofty mountain ranges, ascended and descended slopes, shot through long tunnels, rumbled over splendid bridges, and at last, after taking its traveller over the longest railway route in the world, past most imposing scenes of nature's work and triumphant exhibitions of man's engineering genius. instead of finishing its journey with a fit cli-max, stops in a dismal, ugly depot and sends the traveller to New York in a ferryboat. It is inglorious end to a glorious ride. The last mile of the trip from San Francisco to New York has taken longer time, has caused more discomfort, has cost more money, than did any other in the journey. Ferries bear men and fint boats carry cars of freight, and so long as ferries and flat boats are depended upon for transit across the North River, there must be reckoned against the credit of New York those three items of minutes lost, comfort sacrificed, and expense increased.

Thirty years ago Peter Cooper thought to improve the means of crossing the Hudson. Men before, men since, have pondered upon the same problem. To tunnel to bridge the stream would be the way. Generally and for large railroad business, at any rate, it has been agreed that a bridge would be preferable. But either would involve stupendous attempts in engineering and the outlay of vast sums of money. That Peter Cooper or some of his contemporaries did not undertake to solve the problem is perhaps evidence that the demand for its solution was not pressing. To-day the demand does press. Only at Albany, 150 miles away from here, are the iron roads of travel of the West and of the East properly linked by

the spans of bridges.

The movement of freight by rail in New Eng-The movement of freight by rail in New England, east of the Hudson, is placed at \$0,000,000 tons a year, of which a large part goes or comes from west of the Hudson. Of nearly a dozen large railroad companies having termini on the west shore of the Hudson, practically all but one, the New York Central, have to transport their share of this freight by flat boat over the Verta Blesse. the North Biver. This ferriage costs from \$5 to \$7.50 a car—a large sum for transportation over a distance of less than two miles. The coal used in New England is estimated at beween 12,000,000 and 15,000,000 tons each year. Considering the location of the coal fields and the routes of the railroads tapping them, onehalf of these shipments, or 6,000,000 tons, could half of these shipments, or 6,000,000 tons, could be taken from the mines into New England better by a bridge somewhere across the lower half of the Hudson than by any other route. There would be a saving of the ferry toll and a decrease of from twenty to eighty miles in the length of the journey. The passenger travel to and from New England, across the Hudson, is put at 8,000,000 a year. That a great proportion of these would prefer to cross the river on a bridge, without changing cars, is undoubted. a bridge, without changing care, is undoubted. The saving in time, it is estimated, would be between thirty minutes and one hour. Every condition which calls for a bridge to facilitate travel from Western and Southern States to New England demands with equal emphasis a bridge to connect New York city directly with the railroads touching the Jersey shore of the river. directly with the railronds touching the Jersey shore of the river. Besides the larger interest watch the metropolis has in this as the commercial focal point of the North American continent, toward which all the railways from the South and West converge, this city of business men needs a bridge for local traffic with its suburbs in Jersey just as much as it needs the Brooklyn bridge for connection with Brooklyn and the other Long Island towns. The Brooklyn and the other Long Island towns. The Brooklyn bridge each year transfers 30,000,000 passengers. It is estimated that a North River bridge, accessible for similar business would, even though there is no city in New Jersey as large as Brooklyn, transfer 22,000,000.

HI. THE POUGHEREPSIE, HUDSON, AND STORM KING

The Poughkeepsie, Rudbeon, and Storm kind British answer to the commercial demand for a bridge across the Hudson, in addition to these at Athany, is that which will span the fiver at Poughkeepsie, seventy-five miles above Nork. The river at this point is 2,500 feet wide, and the country on each side is such that ruliroad approaches may easily connect with a ruliroad of yet to be built, which shall run from the coal fields of Ponneylvania and other western points into the States of New England. The enterprise was proposed in 1871 by wealthy non of Ponneylvania, who thought they saw boangs in the shipment of coal over this route to the Leastern States. Navigators of the Hudson objected to any bridge, but in 1873 a charter was obtained for the exection of a structure with trues spans of 500 feet in the clear. The Feansylvania Railroad Company got control of the project, the cost of which was estimated at £2,00,000. Work was begun on Jan, 20, 1875, but money matters grew complicated. One partition stood 20 feet above the water, and another, sunk through 55 feet of water and 40 of mad, stuck its crib head just one foot above the river's surface. Until 1886 nothing was done. Then some private Philadelphila capitalists organized as the Manhattan Bridge Company and contracted with the Union Bridge to make the bear of the Bridge Bridge and three cantilever spans and a full height of 130 feet below the charter of the bridge and the wastern and the wastern and the wastern and the wastern BRIDGES.

when completed will be a divarsion of a con-iderable tennage of through freight and coal-iderable tennage of through freight and coal-tion routes which now touch or are near New tora. How large this will be depends upon the trunk line connections affected. So far as concerns relieving New York in local traffic, or doing it much benefit in quickening transpor-ation originating or terminating in New York.

HIL.

Hudson or the Storm King Bridge.

HIR.

THE BRIDGE AT PERESKILL.

Down the river, thirty-three miles below Poughkeepsie and forty-two miles above New York, is the site of the Hudson Suspension Bridge. This structure was proposed over twenty years ago; its location was chosen on Nov. 10, 1863, and the actual work of construction was begun three months since. There are those who declare that the only reason why this recent work was started is that unless a certain amount is done the charter will lapse, and they also declare that the enterprise will never be completed because requisite capital cannot be obtained. Be that as it may the projectors are confident that they have the best site for a bridge across the Hudson for capitaring both New England and New York city business. They declare that they can get the best connections at any rate for the New England trade. Their plan is to issue \$10,000,000 in bonds to run forty years bearing 6 per cent. interest, and \$10,000,000 to stock. The structure is to cost \$9,000.000. What will be the expense of connecting tracks on both sides cannot be definitely estimated until it is known what reads will want connections. It is planned to construct on the west side of the Hudson a road from Turner's, on the New York, Lake Erie and Westorn, to the bridge, a distance of fourteen miles, and also to build from the northern terminus of the New York central and Hudson River, the New York and New England, and the New York. New Haven and Hartford roads. Connection with the New York west shore and Buffalo will be had at the Dunderberg.

roads. Connection with the New York, west Shore and Buffalo will be had at the Dunderberg.

The bridge, as shown in the drawing will touch at Fort Clinton on the west and on Anthony's Nose on the cast. Its plan is that of a suspended girder 2.600 feet long from land to land, the clear space across the channel being 1.630 feet. Each tower is to be 316 feet high above high-water mark, the cradle iron at the top 195 feet above the same level, and the bottom of the bridge flooring 157 feet above the water. The material will be steel, iron, and granite. Wagon and footways will be under the rallroad tracks. The structure will be strong enough to take two trains of 90 cars each, averaging a load of 500 tons and drawn each by one 60-ton engine, going in opposite directions. With this burden the strain would be 7,000 pounds in compression to the square inch. It would take six times as much to do any harm.

This bridge, the company says, will be com-

inch. It would take six times as much to do any harm.
This bridge, the company says, will be completed within the next twenty or twenty-two months. Gen. E. W. Serrell is the President and Chief Engineer, and William D. Snow, long Secretary of the American Loan and Trust Company, is the Treasurer.

THE WASHINGTON HEIGHTS BRIDGE. THE WASHINGTON HEIGHTS BRIDGE.

The Hudson. Poughkeepsis. Storm King, and Peakskill schemes cannot affect directly the local transportation problem of the metropolis. But there are two plans now before the capitulists which do deal directly with this home question. The first is the proposition to span the river at Washington Heights, the second to cross it from Hoboken to a point between Fourteenth and Twenty-eighth streets.

The Washington Heights enterprise is suggested by August Belmont, Jr., Sir Roderick Cameron of R. W. Cameron & Co., the Australian line shipping merchants: Henry Clews, Heman Clark, the aqueduct contractor: John D. Cheever, J. Coleman Drayton, Mr. Astor's son-in-law; John H. Davis, Richard Irvia & Co., Adoph Ladenburg of Thalmon & Co., one of the richest banking houses in the world; Stephen Pettus, William Mertens, J. T. Wood-

the river at Washington Heights. That is where the proposed bridge is to be.
And now glance at the location of Jersey City. It will be found that the New Jersey and New York Rallway, the New Fork Lackawanna and Western Rallway, the Delaware, Lackawanna and Western Rallway, the Delaware, Lackawanna and Western Rallway, the New York and Greenwood Lake Rallroad, the Paterson and New York Rallway, the New York and New York Rallway, the New York west Shore and Buffalo, the New York, West Shore and Buffalo, the New York, West Shore and Buffalo, the New York, Ontario and Western, and the Central Railroad of New Jersey, including the Reading, all approach the city of the yow stand, in that case the time from Philadelphia to Wall street, but the transfer would be effected without change of seasy, or at near the Hackawanna and New York and New York and New York was Shore and Buffalo, the New York, West Shore and Buffalo, the New York City at substantially the same point near the Hackensack River. And it will also be seen that the Hudson River from Buburban Rapid Transit Rallway, the New York City and Northern, the Suburban Rapid Transit Rallway, the New York Shore of the Hudson River, it will be

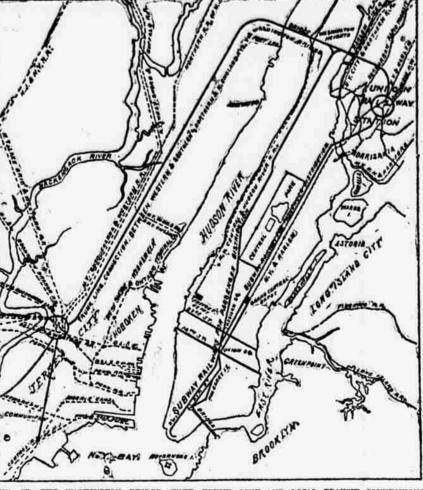
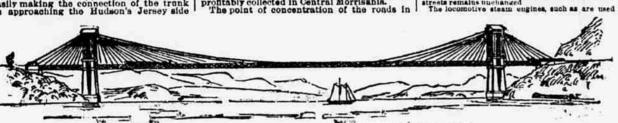


FIG. IV.—THE WASBINGTON BRIDGE, WITH TRUNK LINE AND LOCAL TRANSIT CONNECTIONS EXISTING BOADS IN DOTTED, PROPOSED BOADS IN FULL LINES,

York and Harlem Railway, and the New York.
New Haven and Hartford all approach New York similarly from the north at a point approximate to the Harlem River. This being so, it is easy to see that a trunk line connection between the Western and the Southern railways on the one side, and the Northern New England railways on the other side can be established by a bridge at the Northern twashington Heights. This connections line, commencing at a point where the Pelaware and Lackawanna and Pennsylvania cross the Hackawanna of the Pennsylvania cross the Penn



ward, President of the Hanover Bank; C. Francis Bates, E. P. Beach, C. C. Baldwin, and a number of other New York Busquehanna and capitalists. Such legislation as is required for the scheme will be sought this winter at Trenton and Washington. For the erection of the bridge itself no further grant is necessary from New York State than that of the general law. The projectors of the Washington Heights Bridge make a point that this is the best spot at which to span the river, because there the stream is narrow, the opportunity is excellent of easily making the Connection of the trunk lines approaching the Hudson's Jersey side



with the trunk lines from New England, and, finally, because the site is sufficiently near this city's business quarters to furnish quick and direct communication for local travel to and from New Jersey. And, besides, the trend of New York city's growth being northward, it will not be many years before the business and population centre will be pushed farther toward Washington Heights. What the structure will look like whon ready for use is shown in Figure III. This is a view leaking up the stream, with the Palisades vand Fort Lee on the left and Washington Heights on the right. The bridge will be 150 feet

AT PREESKILL, 2,600 FEET LONG OVER THE WATER, FORT CLINTON ON THE LEFT, ANTHONY'S NOSE, ON THE RIGHT. New Jersey is designated on the map by the circle between the words Jersey and City. There would be no need of a passenger station there. But at the point of concentration in Morrisanis also designated by a circle there would be a "union railway station." The two points of concentration would be joined by the new highway indicated by the full black line running through New Jersey almost parallel with the river turning to the right at Fort Lee, crossing the river there and heading straight for Morrisania.

This arrangement will enable, in the first place, the whole Western and Southern traffic



FIG. III.—THE WASHINGTON BRIDGE, 2.750 FEET LONG OVER THE WATER: 3.850 FEET LONG OVER ALL. THE PALISADES ON THE LEPT, WASHINGTON,

above tide water of cantilever construction. above tide water of cantilever construction, but varying from the Poughkeensie design in that the cantilevers are to be above rather than below the travelling line. And, as the picture shows, this difference makes the Washington more beautiful and imposing than the Poughkeepsie bridge. There will be two piers in the river, and the superstructure will furnish eight or more radiced tracks with streets on either side adequate for the passage of carriages and pedestrians. At the point where the abutments would go its solid rock, and the bed of the river is also rocky. Surveys and drawings have been made under the direction of Col. Rowland Rob-

of the United States, so desiring, to pass through the city of New York on its way to the East and Northeast, and furnish at the same time a point of collection and distribution for the whole rapid transit business of the metropoids. To carry out this plan completely the passenger trains of the New York and Hariem, and the Whole trunk line passenger business should be concentrated at the Union Railway Terminus in Morrisania. From HEIGHTS ON THE BIGHT.



inson Hazard The segundings in the river that of the property of the property

tored beer, and crocked brewers are they who dector it. Of both it appears we have more than we need.

This is certainly shown in the annual report of the Bureau of Agriculture in Washington—and proves. This department had a number of chemical analyses made of foreign and domestic beer, and achieved results which are certainly astonishing to the beer drinker.

The analyzed American beer came from Washington, St. Louis, Milwaukee, Cincinnati, Philadelphia, Buffalo, Alexandria, and Reading—Chicago beer was therefore not included. This is to be regretted as we are especially anxious about our home article.

The investigation proved that in the preparation of crooked beer three things are taken into consideration:

1. A substitute for barley mait, through a use of other grains in maiting, the adultion of unmaited, strength-giving stuff, and the use of sweetened preparations, such as glucose, sugar cane, &c.

2. A substitute for hops in the use of cheap bitters, which are but rarely to be discovered in chemical investigations, having been found with certainty only in one sample of Philadelphia beer.

3. A substitute for natural fermentation through the use of a so-called fermenting stuff which interferes with the regular process of tored beer, and crooked brewers are they who

CROOKED BEER. The Adulterations of Foreign and Domestic Products. From the Chicago Staats-Zeitung. The expression "crooked," as used in its English sense, "deceitful, rotten," has been introduced into German-American papers to an extent that will preclude the above title from being misunderstood. Crooked beer is doc-

with certainty only in one sample of Philadelphia beer.

3. A substitute for natural fermentation through the use of a so-called fermenting stuff which interferes with the regular process of fermentation, so that it must complete its work in the human stomach.

The last mode of dectoring beer is the worst, because it is most injurious to health. Stuff is used in the manufacture of beer which, after long use, is sere to ruin the inner coating of the stomach and have an evil effect upon the kidneys. Formerly isinglass was used, which was quite harmless, to interrupt the fermentation, so that new beer two or three weeks old looked like old beer three or four months old. But this was too expensive, and a cheaper substitute was found, such as lime and similar articles all equally unhealthy. In Germany such articles are only used in beer for export purposes, a charming example of the honesty practised toward foreigners in comparison with home consumers. What is dangerous to the native German is good enough for the foreigner. There were made altogether thirty-three examinations of beer, among them being five kinds of innorted beer. Six American beers contained salicine bitters, Among these were two bottles from Milwaukee, two from St. Louis, one from Alexandria. Va., and one from Philadelphia. In but one sample of Philadelphia beer could any substitute for hops be distinctly detected. One sample of Washington beer contained suichur bitters were found. The use of glucose for mait seems to be on the decrease, while the use of other grains, such as barley, seems to have become quite general.

In view of the fact that the manufacture of beer is a national industry, taxed by the Government and carefully watched, there ought to be no doubt that the doctoring of beer is punishable. In view of its influence upon the health, crooked beer is much worse than crooked butter. How would it do if one of the German representatives in Congress, say Mr. Guenther of Wisconsin, should interest himself in this matter, and propare and intr

Two Restful Creatures.

Two Restful Creatures.

From the Kansas Chy Rime.

"The two laziest things that God ever made," said Mr. Max Minter, yesterday, "are a Florida negro and a Florida alligator. When an old alligator wants to get out on the sand to bask in the sun he is too lazy to crawl out, but will float to the edge of the bayou and wait for a wave to wash him up on the bank. When he wants to get back in the water he will roll himself over and ile there until another wave comes along and carries him back. Of the two, though, I believe the negro is the laziest. He will lie all day in the het sand on the bank of a bayon, and is actually too lazy to brush the dies of his face."

RELIGION AND THE PUBLIC SCHOOLS. The Need of Religious Instruction and Plan for Supplying It.

The Need of Religious Instruction and a Plan for Supplying It.

From the Cutholic World.

The New Princeton Review of January last has an article by Dr. A. A. Hodge of Princeton College, lately deceased, which is remarkable as perhaps the nearest approach that has get been made by a non-Catholic to the Catholic position on the school question.

F's advocates the immense importance of religon in the education of the young, on the sund, so often held by us, that (in the words Dr. Hodge) "education involves the training of the whole man and of all his faculties, of the conscience and of the affections as well as of the intellect," and "that it is absolutely impossible to separate religious ideas from the great mass of human knowledge." The Doctor holus that "every school must of necessity be either Christian or un-Christian, and that there is no such thing as a neutral education. To be neutral in religion it must be imperfect and faulty—indeed, no education at all." And hence he further insists that

The infinite evils resulting from the exclusion of religion from the schools cannot be corrected by the supplementary agencies of the Christian home, the Sabbath school and the church. This follows not only because the sativities of the public schools are universal and that of all the other agencies partial, but chiefly because the Sabbath school and Church cannot teach history and science, and therefore cannot rectify the anti-Christian history and science on the only in the schools. And, it they could, a Christian history and science on the only in the church of the church of

coloris Panalamenta, some three weeks and by fourth y linds the North River bridge problem for along time, and has made survers, soundings, and complete examinations. The Engineering News, that read to upon the paper which Mr. Indeen that you want to be a survey that read to upon the paper which Mr. Indeen that you do almost any layman:

The graeders of the preject is almost appaling creatively the paper which Mr. Indeen that you want to be lived the mind of almost any layman:

The graeders of the preject is almost appaling creatively with the mind of almost any layman:

The graeders of the preject is almost appaling creatively with the paper which the mind of a survey of the preject is almost and the proper was a survey lay and the property which the paper when the form that the property which the property which the property which must be purchased \$22,000,000. On this total coat the interest at 1 per cent. Would be \$1.850,000. There are ten the whole passenger movement is estimated at 20,000,000, or an average of 60,000 a day. The way was a survey of the property which was a proper want to the property which was a proper was a present of the proper was a the Roman Catholic church in handres ac-day true to that theory of education upon which our fathers founded the public schools of the nation, and which have been so madly perverted?

He goes on to show that the plan of excluding all positive religion from instruction is absolutely unprocedented, no nation or race having ever before attempted it, the experience of all mankind and their conviction having been that reverence for God and knowledge of the future rewards or punishments are absolutely essential to the sustaining of parental and governmental authority, unless, indeed, it be an obedience of mere fear and terror of physical force, which, even if a Government could be sustained by it, would make it the worst kind of despotism, and its subjects the most abject and brutalized of slaves. The corner stone of this glorious republic was the Christian religion, as Dr. Hodge proves by pages of quotation from the history of its general Government and of each State in particular, as well as by many extracts from speeches and writings of its great men, none of whom ever dreamt of building on an infield or agnostic foundation. Even Franklin and Jefferson, who might be thought of as exceptions, never excluded God from their thoughts—the former advocating the opening of the sessions of the Federal Convention with prayer, "since God governs the affairs of men;" and the latter declaring "that the liberties of a nation cannot be thought secure when we have removed their only firm busis—a conviction in the minds of the people that these liberties are the sift of God." Dr. Hodge therefore calls upon "Catholics and Protestants—disciples of a common Master—to come to an understanding," and save the liberties and civilization of the United States, and not permit them to be destroyed by the infidels who are, at least as yet, in a small minority.

A plan by which religion could be introduced into the schools and the State paying for results in the secular branches. If the State need not recognize any Church, but as a suitable, m

ence of somebody that teachers are now appointed.
According to the plan in use in Poughkeepsie,
N. Y., the teachers are Catholics in Public
Schools No. 11 and 12, just as they are Protestants in the other schools under the same
Board. The following is the order of the daily exercises:

exercises: 8:45—Morning prayers. 8:45—Morning prayers then receas. 12—Short prayer; then receas. 1: M.—Reigious instruction. 1: M.—Regular escular course. 3—Closing religious exercises.

1:30—Regular secular course.

3—Closing religious exercises.

The State school hours are from 3 to 12 and 1:30 to 3, and no child is compelled to be at the religious exercises unless by its own parents' desire. If a Protestant wishes to send his child to the Catholic public school be may do se, and it is taught in precisely the same way as it is now in the ordinary public school. There is no interference with it. At the same time the Catholic children have teachers who are able to give them the religious instruction and influence which their parents desire them to receive, and which they do receive outside of State school hours. In Poughkeepsie the way this has been managed was by the Church letting buildings owned by itself to the Board of Education for their school hours only. Where the school houses belong to the churches this could be done generally, so that the State may be exempted from all expense for religious instruction. Where, on the other hand, the State owns the school house the Church could pay rent for its use, as for a furnished room, during the hours appointed for religious instruction only. The vital point is the teacher. When the parent and the teacher are not of the same religion, the "daily poisoning and Sunday and home antidote" system, of which Dr. When the parent and the teacher are not of the same religion, the "daily poisoning and Sunday and home antidote" system, of which Dr. Hodge complains, is being carried out, whether intentionally or of necessity, by teacher and parent. A child is like phastic clay in the hands of a teacher, and learns its lesson not only with its ears but with its eyes also: what the teacher does it will do; what she omits to do it will omit; what she has no belief in or respect for the child will not believe in or reverence; or it will try to serve two masters, the parent and the teacher, and, serving neither, will emerge an infield from this unnatural process of training. For it will not regard as truth to be accepted and acted upon a doctrine about which two such great authorities disagree.

Will the co-religionists of Dr. Hodge come to meet us with either plan? We do not ask the State to help the churches even to the extent of one cent. At present the people of the United States, Catholic and non-Catholic, are, no doubt unintentionally, lavishly spending their money in aid of indifferentism and free-thinking, and if it goes on much longer it must soon break up this free republic, which, founded by Christians, Here are the last words of Dr. Hodge's article: "The system of public schools must be held, in their sphere, true to the claims of Christianity, or they must go, with all other enemies of Christ, to the wall."

BRIGHAM YOUNG'S CHILDREN.

A Mormon Blahop Says They Didn't Amount

to Much, Except as Scamps, CLEVELAND, Jan. 20 .- Bishop James Mc-Knight of the Mormon Church was here a few days ago, and during a talk on Brigham Young and his family, told some interesting personal history. He said: "Brigham Young's sons

days ago, and during a talk on Brigham Young and his family, told some interesting personal history. He said: "Brigham Young's sons didn't amount to much. Joseph A. Young, the oldest son of President Young's second wife, died with a builst in his forehead in a guide hin southern Utah. He was probably shot of a man whose wife he had debauched. He was a libertine, and when he had been drinking was a very bad man. He had considerable business ability, and at one time was looked upon as likely to be a valuable pillar of the Church, but his habits pulled him down. I remember at one time to have interfered to save his life in a saloon kept by an Italian, whose wife he had insulted. I afterward wrote an article on drunkenness, in which the incident was described, but no names were mentioned. Joseph recognized the picture I drew, and swore he would shoot me on sight, although up to that time we had been the best of friends. I also kept my revolver handy and did not propose that he should get the drop on me. When he found that I was prepared for him, he did not try to shoot me.

"John W. Young is still living, but he is not much of a man, and is very little respected by those who know him intimately, although the fact that he is a son of the late President gives him a good deal of power in many quarters. Brigham Young second is the third son of the late President in its father. "Earnest Young, a son of the President by his third wife, went to England as a missionary. He preached in various parts of the kingdom, drank heavily, and there were various acandals consected with his name. Finally, when he was ready to return, he preached as sermon in Liverpoolin which he denounced his father. He said that many people believed that Brigham Young was in heaven. He amounced his one feet was a millionaire several thies over the made his money largely through contracts with railroad companies and with the Government, but aside from the theorem from abroad and from the missonaries, and large amounts were given to him by faithful he

STANTON AND M'CLELLAN.

NEW LIGHT ON THE CAUSES OF MICLED LAN'S REMOTAL

n's Frank and Vigorous Explanation of his Course-An Interesting Chapter of the Inside Mistery of the War. The following letter, written by Edwin M.

Stanton to his personal friend and confident, the Rev. Herman Dyer, has just been printed in Indianapolis. It is a very important contribu-tion to the literature of the controversy grow-ing out of the removal of Gen. McClellan from the command of the Army of the Potomac:

ing out of the removal of Gen. McClellan from the command of the Army of the Potomas:

WASHINGTON, May 18, 1862.

**MY DEAR FRIEND: Yours of the 16th is welcomed as an evidence of the continued regard of one whose esteem I have always been anxious to possess. I have been very well aware of the calumples busily circulated against me in New York and elsewhere respecting my relations to Gen. McClellan, but I am compelled for public considerations to withhold the proofs that would stamp the falsehood of the accusations and the base motives of the accusers, who belong to two classes: first, plunderers who have been driven from the dejartment, where they were gorging millions; second, scheming politicians, whose designs are endangered by an earnest recolute, uncompromising prosecution of this war as a war against rebels and traitors. When I entered the Cabinet I was, and for months had been, the sincers and devoted friend of Gen. McClellan, and to support him and so far as I might aid and assist him in bringing the war to a close, was a sufficient inducement for me to accrifice my personal happiness to a sense of duty.

I went into the Cabinet about the 20th of January. On the 27th the President made his war order No. 1, requiring the army of the Potomac to move. It is not necessary, or perhaps proper, to state all the causes that led to that order, but it's enough to know that the Government would fall because of foreign intervention and enormous debt. Between the 22d of February and the 8th of March the President had again interfered, and a movement on Winchester and to clear the blockade of the Potomac was promised, commenced, and abandoned. The circumstances cannot at present be revealed.

On the 6th of March the President again interfered, and ordered the Army of the Potomac dentered the Army of the Potomac.

doned. The circumstances cannot at present be revealed.

On the 6th of March the President again in teriered, and ordered the Army of the Potomase to the control of the Army of the Potomase to the control of the cont

request that had not been promptly compiled with if in the power of the Government. To me personally he has repeatedly expressed confidence and his thanks in the despatches sent me.

Now, one word as to political moves. What motive can I have to thwart Gen. McClellan? I am not now, never have been, and never will be a candidate for any office. I hold my present post at the request of a President who knew me personally, but to whom I had not spoken from the 4th of March, 1861, until the day he handed me my commission. I knew that everything I cherished and held dear would be sear-fifted by accepting office, but I thought I might help to save the country, and for that I was willing to perish. If I wanted to be a politician or a candidate for any office would I stand between the Treasury and the robbers who are howling around me? I was never taken for a fool, but there could be no greater madness than for a man to encounter what I do for anything else then motives that overleap time and look forward to elsernity. I believe that God Almighty founded the Government, and for my acts in the effort to maintain it I expect to stand before him in judgment. You will pardon this long explanation which has been made to you. It is due to you, who was my friend when a poor boy, and had not claim on your confidence or kindsess. It cannot be made public for obvious reasons. Gen. McClellan is at the head of our chief army; he must have every confidence and support, and I am willing that the whole herd should robel significant me rather than diminish one grain of the strength needed to conduct the reds. In a struggle like this, justice or credit to individuals is but dust in the balance. Desiring no office or honor, and anxious only for the peace and quiet of my home. I suffer no inconvenience beyond that which arises from the trouble and anxiety suffered by worthy friends like vourself, who are naturally disturbed by the clamors and calumny of those whose interest of his first have employed the whole power of the covernment unsp

An Economist.

Hopkins-Why do you wear rubbers Jopkins? Jopkins - Koenomy, my dear boy. There are no soles